THE BIG CARNIVAL. The builder. This will be represented by 1,000 square feet of lance fire. Board of list of the navy and the Naval Board of Construction, represented by 2,400 square feet of lance fire. This is the largest set-piece ever exhibited, and will be shown as follows: Admirals Melville, Hichborne, O'Neill, Crowninshteld, Bradford, and Secretary Long. Flight of 400 rockets, various effects. Twelfth Tableaux— "Good-Night," in 24-inch burning letters.

This the Programme for Tucsday; Wednesday Big Tournament and Ball Will Be Seen; Thursday Interstate Tourrament and Races.

week in Richmond. If it does not rain, and the weather man has promised fair tweather, this week will be one of the most interesting which has accurred in most interesting which has occurred in Richmond's history for many years past.

The torpedo-boat Shuorica, the first battleship of its class to be constructed in the South, is on the ways ready to be launched, the city is in gala attire, the President of the United States and his Cabinet will be here, and there are assurances that the city will be inveded by a throng, the like of which has not been seen here since the Lee monument was unveiled.

Richmond is expecting a large crowd of visitors, and being capable of handling and earing for such a crowd, Richmond is preparing to welcome them into her gates and to give them a genuine old time Virginia reception. The business-

their guests during carnival week, and though the celebration does not begin until Tuesday, it is expected that hundreds of strangers will reach the city to-morrow, and by noon Tuesday their numbers will be increased to many thou-

THE CARNIVAL BEGINS. The carnival begins Tuesday not ning to be o'clock, with the grand transparade, a pageant which itself all be second only to the Mardi Gras, for waich over the city floats are building, the



MR. HENRY LEE VALENTINE, (Chief of Staff to Marshal.)

majority of them receiving their finishmajority of them receiving their limiting touches, and some of the displays, it is said, will equal those to be seen in the New Orleans pageant. This parade, in which thousands of men will appear. will march through the principal streets of the city and be reviewed on Frank-lin street by the President and his Cabi-

are expected to get their dinners, and at 3 o'clock the vast crowds will assemble around the dock where the Shubrick.

2. The entrance fee shall be 35. the first boat to be launched sidewise on the Atlantic coast, will be cast loose from the ways and will glide gracefully into the water. It is estimated that everybody in the city on Tuesday will want to see the launching, and for their accommodation a mammoth grandstand, extending for two blocks, is being built along Dock street. It is roughly estimated that this stand will accommodate comfortably 15.000 people, and seats on it are already in great demand.

on it are already in great demand,
FIREWORKS AT NIGHT.
In the centre of the stand, and immediately opposite the centre of the Shubrick, a special apartment is being built for the President and his party, and from this stand President McKinley and Secretary-of-the-Navy Long will make

After the launching the President will probably hold a reception and be shown other attentions before he leaves for other attentions before he leaves for Washington. At night there will be given an elaborate fireworks display, which will, it is estimated, equal those seen in New York on the occasion of the Peace Jubilee. The committee in charge of this display has spared neither labor nor expense in securing the very best pyrotecnates that could be procured.

THE PROGRAMME.

They have expended \$1.800 on fireworks

THE PROGRAMME.

They have expanded \$1,800 on fireworks elone, and the nesuit will be shown in the following elaborate programme, showing the progress of battleship building from 1847 to 1960, to be displayed on the Loe monument grounds without cost to the onlockers: First Tableaux-Opening salute, with twelve nerial de-

Grand illuminations, with twelve effective beacon lights. Set piece, size 400 square feet of lance

fire; coat-of-arms of the State of Vircond Tableaux-

Iron revenue cutter (side-wheel), with runs firing; size, 400 square feet of lunce ire—James K. Polk, built in 1817. exhibition Flight of twenty-four Display of national bombshells, 12x12

Inches, each repeating three times.

Third Tableaux—
Flight of twenty-four exhibition rockets, showing electric wonders, shooting
stars, jointed streamers, etc., etc., etc.

Fourth Tableaux— Two wooden warships, 800 square feet, guns firing—Roanoke, built in 1855, and the Colorado, built in 1857.

Flight of twenty-four rockets, showing cornucopia, cascades, and fragons. Fifth Tableaux-Twelve 12-inch bombshells, each re-

peating five times.

Flight of twenty-four rockets, each shewing new combinations. Sixth Tableaux-Fire picture, 400 square feet, showing the iron-olad Virginia (Merrimac), built

to the Interstate Tournament, which contest is given to knights from any State. Seventh Tableaux-Flight of twelve rockets, six pounds,

howing search-light stars. Bix bombshells, 18-inch, each repeating three times.

Flight of twelve rockets, six pounds, showing willow-tree effects.

Eighth Tableaux—

The armored battleship Texas, 600 square feet, with guns firing, builf in

J. Carter, the well-known borseman, has secured many entries, and much interest attaches to the events. There will be five running races and an exciting steeplechase. The entries for these are yet open, and hence no list of the participants It was in view of these circumstances that Richmond came into prominence, and the facilities she offered for the construction of torpedo-boats and destroy-Twenty-four rockets, eight-pounders, showing prize cometic stars, golden cloud, peacock plumes, hanging chains.

Ninth Tableaux—

Six bombshells, 18-inch, each repeating

Six bombshells, 24-inch, unequalled ef-Biz bombshells, 20-inch, Charlton's won-

"If you scour the world you will never find a remedy equal to One Minute Cough Cure," says Editor Fackler, of the Micanopy (Fla.) Hustler. It cured his family of la grippe, and saves thousands from preumonia, bronchitis, croup, and all throat and lung troubles. Bodeker Bros., "A Miller. Tenth Tableaux-Great five pleture torpedo-heat Shu-brick, with torpedoes exploding, built in 1899, with the fire bust of W. R. Trigg.

THE GRAND TOURNAMENT.

On Wednesday will occur the grand tournament at the Exposition-Grounds. This event, for which most elaborate preparations have been made, will be under the auspices of the Old Dominion Tournament and Fair Association, and will eclare any similar event ever held will eclipse any similar event ever held

ing order:
1. Soldiers' Home Band, of Hampton,

with city officials on either side.

2. Count de Foix and four knights,
two on each side-armored and riding Chief Marshal, Captain John R. Martin,

Farmville, Va.

3. Four knights and one marshal, five abreast, and as many columns deep as there are knights to form five abreast. 4. Don Quixote and his 'Squire-

5. Band.
6. Officers of the Old Dominion Tournament and Fair Association.
Prizes—Horse and buggy.
7. Carriages, wagons, etc.
Upon arriving at the Exposition-Grounds the parade will be dismissed, and there will be amusements of various kinds in the grounds. kinds in the grounds.

The tilting begins promptly at 2 o'clock.

rally, are determined to make of carnival week an event second to none of its kind ever held.

Realizing fully what the event means to Richmond the people of the city have undertaken a grand entertainment for their guests during carnival week, and though the celebration does not begin until Tuesday, it is expected that hun.

Aide, H. C. Epps, Richmond, Va Marshals-Percy S. Read, Highland forings, Va.; C. A. Osburn, Keysville Va.; J. Winston Fowlks, Sunny Side, Va.; J. Winston Fowlks, Sunny Side, Va.; A. A. Cox, Farmville, Va.; E. Scott Martin, Lexington, Va.; C. W. Blanton, Farmville, Va.; James L. Hart, Farm-

Farmville, Va.; James Le Hart, Farmville, Va., and others.
As the entry list of knights has been held open until October 21st, it is impossible to give their names. A large number have entered, however, and at least after counties in this State will be represented in the tourney.

Each knight will be entitled to four rides, trial ride included, and on entering the tilt will be announced by the heralds, so that each person on the grounds will know the title of the contestant.

1. \$120 buggy, built by D. A. Ainslie &

\$109 horse, steeplechaser.

3. \$15 in gold. 4 and 5. Wreaths.

The crown goes with the first prize.

Any knight failing to answer the sumnens of the heraids will be ruled out of the tournament, and no person will be dmitted to the tilts while under the fluence of Intoxicants.

Each knight will be attired in a gala ostume and the field will present as ittractive an appearance as did the INTERSTATE TOURNAMENT.

The interstate tournament will open on the morning of November 2d. Tilting will begin promptly at 10 o'clock. The prizes will be: Interstate prize, Silver Trophy Cup. liven by the horsemen of Richmond.

2. \$30 cash.

The following rules and regulations govern both tournaments:

1. The State Tournament is open to Virginians only. All Virginians who will comply with the requirements of the Old Dominion Tournament and Fair As-sociation are eligible to enter.

with 11 yards for the start. 5. The distance must be run in 8 se-

conds.
6. The lance must be 9 feet long, balanced 41-2 feet from the tip.
7. The rings will be 11-2 inches in diameter.

feet and 3 inches from the ground. | terested—that 100 small boats should be 9. There will be five judges named by built for the navy. Naval officers every-

COLONEL JOHN MURPHY.

battleship Texas had been built in Rich-THE STORY OF A YEAR

wonderful progress made by

w. R. TRIGG SHIP-BUILDING CO.

battleship Texas had been built in Richmond served further to attract the attention of officials in Washington to the facilities of this city, and it was at least gratifying if it was not surprising when contracts were awarded to W. R.

Trigg Ship-Building Company for three torpedo-heats and two destroyers.

It was decided that the depulsionals www. R. TRIGG SHIP-BUILDING CO.

HOW THE ENTERPRISE WAS STARTED.

The Idea Was First Conceived During the Venezuelan Crisis—Assistant and the Venezuelan Crisis—Assistant and

BIRTH OF A WARSHIP

HOW THE SEA-GOING WARRIORS ARE CONCEIVED AND BUILT,

Mr. William Burlingbam Writes Interestingly Concerning the Various Stages of Batileship Construction from Beginning to End.

Usually the first that the public hears of a battleship, cruiser, or torpedo-boat when an appropriation is asked of Congress for that purpose, although

plan and contrive until every piece is fitted into the hull made for it, like the

fitted into the hull made for it, like the mechanism of a watch.

Another general conference of the powers, and the design is accepted. Specifications are then gotten out. These are really detailed descriptions of everything that goes to make up the ship, are printed in book form, and, with the drawings, are forwarded to the firms who have notified the Secretary of the Navy of their intention to bid.

Now is the time that the struggles of

Now is the time that the struggles of

MAUVAIS QUARTE DE HEUR. Around the long table in the centre of Around the long table in the centre of the room sits the Secretary of the Navy and the bureau chiefs with their secretaries. The Judge-Advocate-General of the navy is there to see that the contracts are in proper shape and that the certified check accompanied each bid.

There is a breathless stillness in the

room and the contractors eye each other nervously. No wonder; there may be \$10,000,000 worth of work depending on a difference in a hid of only \$5,000.

The hids are opened slowly and deliberately and the moment the last one is read congratulations are showered on is read congratulations are showered on the happy firm, or man, as the case may

The work of building the ships is superintended by a naval engineer and a constructor assisted by a corps of engi-neers and draftsmen from civic life, who are thoroughly familiar with the details of this work.

DESIGNS INSPECTED.

Every drawing made by the contract-Every drawing made by the contract-ing firm is submitted to either the su-perintending engineer or constructor, and by them, after examination, forwarded to their respective bureaus for the signature of the head of the bureau before any work in the shop is done at all. Before the chief of bureau affixes his signature the engineers who are stationed at the bureau go over each drawing as sent in, compare it with those of similar domestic and foreign ships, thorough-

ly consider it, and then, and not till then, is it signed by the chief.

Upon being returned to the local engineer or constructor it is forwarded by him to the contractors, with the bureau's

It is now ready for the shops. Every ece of metal used in these ships is of the very best obtainable in the world, and must have undergone exhaustive tests. After each special machine is completed it is again inspected, and if it is a cylinder or valve, a water test is

bined weight of the several pieces of which the finished product is made up. After the machinery is in the ship it is tested by water pressure and then by steam-50 per cent, higher in pressure than the actual working pressure car-

Every individual rivet of the many thousands used in building the hull is ex-amined and made tight. All the comsartments holding water are tested.

In fact, from the time the boat is com-menced until she is finished there is not a place about her that has not been under the eye of an inspector, sworn to

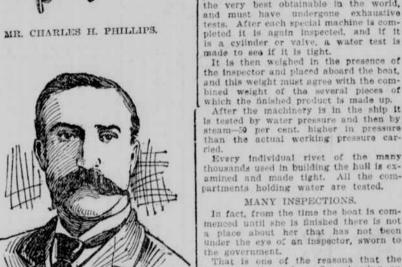
the government.

That is one of the reasons that the Oregon made such a fine showing on her recent personally conducted tour around South America. It is a feather in the caps of the American contractors for the government to be able to say that they do not need watch-

ing, and in nearly every case the con-tractors are glad of the aid of the government forces in preventing mistakes creeping in unawares. After launching the machinery is placed board, and the boat is usually taken to ome navy-yard to receive her guns,

builder's TRIAL TRIP. EVERYTHING is now ready for the build-er's trial trip. If satisfactory, application is made to the Secretary of the Navy for permission to run the official trial. On this trial there are engineers and constructors located all over the ship-from the deck to the keel-and on the results of the trial and the inspection before and after depends the preliminary acceptance of the boat. There have been torpedo-boats in the United States navy that have required as many as twelve trials before the contract speed was reached, but this is not usual.

Provisionally accepted by the govern-



MR. J. R. SHEPPARD.

MR. A. J. GALLAGHER. MR. ROBERT LECKY. GROUP OF CHAIRMEN OF CARNIVAL COMMITTEES.

MR. H. D. EICHELBERGER.

net and the Governor and his staff.

After the parade a short time will elapse during which all who so desire elapse during which all who so desire which all who so desire elapse for the parade and the arrangement of the list of knights shall be controlled by the chief the parade and the arrangement of the parade and the arrangement of the list of knights shall be controlled by the chief the parade and the arrangement of the parade and the arra boats for the navy, and the advantages

2. The entrance fee shall be \$5.

4. The poles will be \$31-3 yards apart, with 11 yards for the start.

much favor. The peaceful solution of those diffi-culties arrested the enterprise, which was again made possible by the Spanish-Ame-

It was a net scheme of the officials at

Mameter.
8. The rings will be hung by hand 7 Secretary Roosevelt being especially interested—that 100 small boats should be

MISS CARRIE SHUBRICK,

(Who Will Christen the Boat.)

the association, and these five will be at | where asserted that the United States

navy would find a foe worthy of their steel in Spain's torpedo flotilla, and it

was believed that these boats would play

was believed that these boats would play a most important part in the war. The majority of the first-class torpedo-boats in the United States had been built ten years when war broke out between Spain and America, and this country then had no torpedo-boat destroyers afloat. One must set a destroyer to catch a destroyer, and it was generally believed that the United States could not excel, or even rival, the Spanish flottilla.

In all important navies the building of torpedo-boat destroyers of thirty knots or over is a feature of the programme. It was in view of these circumstances

ers were canvasted once again. It was practically conceded that if the original

plan of building 100 of these small craft were developed this city would have been called upon to supply ten of them. This

plan, however, was greatly modified, when it was determined to purchase a

number of vessels that were ready for

The fact that the machinery for the

liberty to name two more. There can be no appeal from the decision of the judges.

10. The time-keepers will be appointed by the judges.11. The above regulations will apply

RACES ON THURSDAY.

The races will take place on the Expo-

sition-Grounds Race-Track on the after-noon of November 2d. For these Mr. W. J. Carter, the well-known borseman, has

The officers of the company are:
Mr. William R. Tring, president,
Mr. Lilburn T. Myers, vice-president,
Mr. W. C. Preston, Secretary,
Mr. J. A. Nelson, superintendent,
The office force in ballois the following

ne office force includes the following:
S. Robinson, chief cierk.
M. Skinner, cashing

M. Wood, mold-loft draftsman.

A. L. Forbes, foreman ship shed, Joseph Byrd, foreman riveters and

any are:
J. F. Beukert,
E. V. Jones,
J. I. Palmer,
H. H. Schutz,
Tazeweil Gilmer,

MR. LEE TODD,

erent opinion, and all are sure that they

REVIEW OF FOREIGN SHIPS. A review must be made of all the latest foreign ships, their speeds, and engine power, to better determine the most suitable type of engine for our ships, although in reality, we follow our own ideas a great deal in this particular branch, as we are probably shead of the other nations of the world in navil en

The Bureau of Ordnance states how many and what calibre guns are to be carried; the Bureau of Equipment fur-



MISS MARY CURTIS, (One of Miss Shubrick's Maids of Honor.)

nishes the amount of stores and supplies ment, she is placed in commission, and after a period of from three to six ments. The Bureau of Construction other inspection is made and all defects now goes to work to get all this mass of material into a boat that will not draw too much water, have great carrying capacity, the steadiness of a rock for gun practice, and lines that will give the boat the highest great in the world. the boat the highest speed in the world for her class on the least amount of horse power. The general data thus roughly gathered

together is talked over and the when winnowed from the chaff. It is sent bac winnowed from the chaff. It is sent back to the various bureaus for a more detailed design. The engineers set out the design of engines and boilers, following the best practice in the world, consulting many types of foreign beats, using a great deal of winst they have learned from their own experience.

The weight of every piece of the engine—pione, boilers, and auxiliary magnetics.

gine-piping, boilers, and auxiliary ma-chinery-is then estimated, and the cen-

ie subject of behavior among audiences the theatres of the land, are making simultaneous protest against the practice which prevails of preparing to leave the theatre before plays are ended. We are not without instances of this in Boston. The cause of this is the necessity that many are under of making an early

warm seaside resort.
WILLIAM BURLINGHAM.

Theatregoing Manners.

(Boston Herald.)

Several of our exchanges, in discussing

The weight of every piece of the engine—piping, boilers, and auxiliary machinery—is then estimated, and the centre of gravity found. In other words, the point in the boat where an equivalent weight would have to be placed to have the same effect on the trim of the boat as the weight of the distributed machinery.

THE FINAL DESIGN.

This is forwarded to the Bureau of Construction and Repair, who have in the mean time received similar data from the other bureaus. They go to work and thus be relieved from what may prove to be weary street waiting; yet the fact remains that noise and bustle which obscirce to save the end of an interesting performance fully rounded out. In itself this conduct in audiences is distinctly bad manners, and must be marked as such, whatever exchange that many are under of making an early that the them to their homes, and thus be relieved from what may prove to be weary street waiting; yet the fact may be relieved from what may prove to be weary street waiting; yet the fact may be relieved from what may prove to be weary street waiting; yet the fact may be relieved from what may prove to be weary street waiting; yet the fact may be relieved from what may prove to be weary street waiting; yet the fact may be relieved from what may prove to be weary street waiting; yet the fact may be relieved from what may be relieved from what

WHERE HONOR IS DUE

REVIEW OF WORK DONE BY CTVICE CARNIVAL COMMITTEES.

The Suggestion of Mr. Stern Taken Up by Business Organizations, and This Week's Big Celebration the

THE IDEA ORIGINATED.

The carnival demonstration in Richmond this week, celebrating the launching of the United States torpedo-boat Shubrick, is the outgrowth of a movement started by public-spirted gentlemen last August, and as a result of their untiring efforts, the demonstration will eclipse any similar celebration ever held here.

The idea of properly celebrating the launching of the Shubrick originated with Mr. Sam Stern, of Jefferson Ward It was his idea that inasmuch as the ship-yards were located in Jefferson Ward, the people of that ward should celebrate the launching of the Shubrick

celebrate the launching of the Shubrick by a torchlight procession that night. The idea was a popular one, and the Chamber of Commerce and Young Men's Business Association, taking hold of the movement, it rapidly outgrew the modest plans mapped out by Mr. Stan. Richmond, were appointed by the two Committees, composed of the most information and progressive business-men of commercial organizations, and then the commercial organizations, and then the Civic Carnival Committee of fifty-tr. gentlemen, representing each word in the city and Manchester, was organized, with Mr. S. W. Travers, president of the Chamber of Commerce, as chairman.

ON A WORKING BASIS. This committee soon got on a working basis; an executive committee was selected, and sub-committees were chosen to handle each detail of the mammoth celebration. The Finance Committee dibeing met with ready responses by the merchants and business-men generally, who subscribed liberally to the fund necessary to make of the event one that would reflect credit on the city.

In the mean time the Old Dominton

Tournament and Fair Association had



MR. O. A. HAWKINS. (Chairman Trades Parade.)

been organized by Messrs, A. R. Holderby, C. T. Boykin, Lee Todd, and W. J. Carter, and arrangements had been made for holding a tournament and race-meet here on October 11th and 12th. The Civic Carnival Committee, believing it would be advantageous to combine the two events, made overtures to the Old Do minion Tournament and Fair Association, with the result that the entertain ment at the Exposition-Grounds was postponed until carnival week, and the two organizations were merged under

DETAILS ELABORATED.

This being accomplished, and a three-days' carnival being assured, a committee was appointed to co-operate with the Tournament Association, and arrangements were made for placing the tour

ments were made for packing this manner and races on in grander style, and for providing other elaborate features of the celebration.

A trades' parades and fireworks display were decided upon as the features for launching day. The former was paced in the hands of a committee, at the hand of which Mr. O. A Hawking was placed. of which Mr. O. A. Hawkins was place and that in selecting him as chairman Mr. Travers acted wisely is demonstrated by the fact that the trades' parade will be a gorgeous pageant. Mr. Hawkins has had arduous duties to perform, but he has worked indefatigably, early and late, and has done as much as any other for the success of the carnival.

PERSONNEL OF COMMITTEES. All of the committees and their chairmen have done faithfully the work assigned them, and everything is now in shape for the grand celebration. The committees from the Civic Carniva Committee are as follows:

S. W. Travers, chairman Civic Carniva Committee.

Jefferson Wallace, secretary Civic Carnival Committee.

Executive Committee—S. W. Travert (chairman), Jefferson Wallace, Leon Wall lerstein, Reuben Burton, Robert Lecky, Jr., H. D. Eichelberger, C. H. Phillips, R. Sheppard, Colonel M. L. Spotswood, Colonel John Murphy, A. J. Gallagher, J.

Colonel John Murphy, A. J. Gallagher, S.
T. W. Curtis, Clarence Vaden.
Committee on Parade—O. A. Hawkins (chairman), Colonel John Murphy, Captain G. W. Taylor, George W. Brown, Jud. B. Wood, H. J. Myers, E. A. Stumpf, Committee on Finance—Leon Waller stein (chairman), S. H. Hawes, Colonel John B. Purcell, Colonel A. S. Buford, L. Z. Morris, H. W. Rountree, Dr. H. C. Jones, Captain J. A. Curtis, James Hart-ley, Charles Hutzler, Colonel John S. Harwood, S. D. Crenshaw, A. J. Daffren, D. L. Toney,

Committee on Publicity-H. D. Eichel-Committee on Publicity—H. D. Elchel-berger (chairman), Clyde W. Saunders, E. H. Fergusson, J. L. Hill, B. F. Greenwood, V. A. E. Spott, John Krausse.
Committee on Transpertation—Robert Lecky, Jr., (chairman), Warner Moore, R. G. Reynolds, B. S. Hume, Charies, Burkert, E. S. Goodman, Committee on Invitation—A. J. Gallagher (chairman), Colonel M. L. Spotswood, J. T. W. Curtis, George L. Currie, H. L.

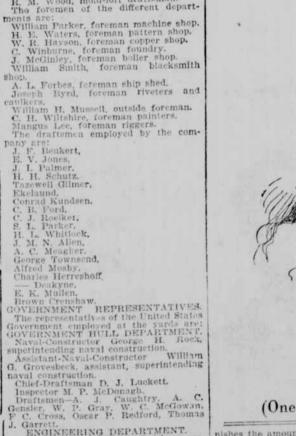
T. W. Curtis, George L. Currie, 11. L. Cabell, John Stewart Bryan, B. B. Valen-Committee on Stands-Colonel John Murphy (chairman), O. A. Hawkins, Reuben Burton, H. L. Valentine, M. F.

Maury.
Committee on Fireworks-C. H. Phillips found then must be remedied by the buildern. If found all right, the final acceptance papers are made out and she is off for the Philippines or some other (chairman), S. Stern, W. C. Noland, C. Manning, Jr., D. L. Toney.
Committee on Tournament-Robert
Lecky, Jr. (chairman), Leon Wallerstein.

Reuben Burton.
Committee on Music-James R. Sheppard (chairman), James I. Smith, Charles A. Metzger, D. O'Sullivan, J. W. Clary.

DURING THE WINTER OF 1897 MR. James Reed, one of the leading citizens and merchant, of Clay, Clay county, W. Va., struck his leg against a cake of from such a manner as to bruise it severely. It became very much swollen and patied him so budly that he could not walk without the aid of crutches. He was treated by physicians, also used several kinds of liniment, and two and a half gallons of whiskey in bathing it, but nothing gave any rehef until he began using Chamberlain's Pain Balim. This brought almost a complete cure in a week's time, and he believes that had he not used this remedy his leg would have had a amputated, Pain Balm is une of for spreins, bruises, and rheumatism. For sale by all druggists. se 30-Sa,Sun&W. DURING THE WINTER OF 1897 MR.

Orders for printing sent to the Dispatch Company will be given prompt attention, and the style of work and prices will be sure to please you.





nite term. In view of that crisis, the the various departments, no less than hard questions if everybody has a difare right.

B. S. Robinson, chief clerk.
J. M. Skinner, cashier.
J. T. W. Curtis, clerk.
Charles C. Cocke, elerk.
Herbert Curtis, time-kceper.
D. Kemper Keliong, cost clerk.
A. Arneson, order clerk.
William S. Archer, storekeeper.
D. S. Gordon, assistant storekeeper.
A. M. Robinson, stenographer.
Granville Smith, clerk.
J. L. Chaffin, assistant time-keeper.
A. Cruickshanks, master mechanic.
W. H. Woody, Jr., master ship-fitter.
F. E. Pratt, chief hull draftsman.
Thomas Jardine, chief-engine draftsman.

nents are:
William Parker, foreman machine shop.
H. E. Waters, foreman pattern shop.
W. R. Hayson, foreman copper shop.
C. Winburne, foreman foundry.
J. McGinley, foreman boller shop.
William Smith, foreman blacksmith

Tazeweil Gilmer,
Ekelaund,
Conrad Kundsen,
C. B. Ford,
C. J. Reelker,
S. L. Parker,
H. L. Whittock,
J. M. N. Allen,
A. C. Meagher,
George Townsend,
Alfred Mosby,
Charles Herreshoff
— Denkyne,
E. K. Müllen,
Brown Crenshaw,
OVERNMENT

J. Garrett.
ENGINEERING DEPARTMENT.
Lieutenant W. Strother Smith, superintending naval engineer.
William Burlingham, draftsman.
J. W. Gue, clerk.

